

T:\P\2141882-077 NORTH DEVELOPMENT\CAD\C003.dwg, 8/18/2009 5:36:27 AM

1.

THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES OF THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO THIS ACTIVE AIR CARRIER AIRPORT AND SHALL CONDUCT THE CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES ON SAFETY AS SPECIFIED IN PARAGRAPH NO. 11 BELOW.

2.

ALL CONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT IN THE ACTIVE AIRCRAFT OPERATIONS AREA (AOA) SHALL DISPLAY IN FULL VIEW A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT DURING HOURS OF DARKNESS OR A 3'x3" CONSTRUCTION SAFETY FLAG ABOVE VEHICLE, ORANGE AND WHITE CHECKERBOARD FLAG, SEE CONSTRUCTION SAFETY FLAG DETAIL, SHEET C005. ANY VEHICLE OPERATING IN THE ACTIVE AOA DURING THE HOURS OF DARKNESS SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES.

3.

ALL NON-RADIO EQUIPPED CONTRACTOR VEHICLES THAT ARE REQUIRED TO OPERATE ON OR ACROSS ACTIVE RUNWAYS, TAXIWAYS, APRONS AND RUNWAY APPROACH AND PROTECTION ZONES SHALL DO SO UNDER THE DIRECT CONTROL OF A RADIO EQUIPPED ESCORT VEHICLE. ESCORT VEHICLES, OPERATORS, AND RADIO EQUIPMENT SHALL BE APPROVED BY THE DULUTH INTERNATIONAL AIRPORT. ESCORT VEHICLES SHALL BE MARKED AND LIGHTED AS DESCRIBED IN PARAGRAPH NO. 2 ABOVE AND SHALL BE EQUIPPED WITH AN APPROVED AVIATION BAND. RADIO EQUIPPED VEHICLES SHALL CONTINUOUSLY MONITOR GROUND CONTROL FREQUENCY 121.9 MHZ. ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS AND APRONS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC.

4.

NO RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY SHALL BE CLOSED WITHOUT WRITTEN APPROVAL OF AIRPORT OPERATIONS. TO ENABLE NECESSARY "NOTICES TO AIRMEN" (NOTAM) OR ADVISORIES TO AIRPORT SERVICES OR TENANTS, A MINIMUM OF 48 HOURS WRITTEN NOTICE REQUESTING CLOSING SHALL BE DIRECTED TO THE RESIDENT PROJECT REPRESENTATIVE (RPR) AND/OR ENGINEER WHO WILL COORDINATE THE REQUEST WITH AIRPORT OPERATIONS.

5.

ANY CONSTRUCTION ACTIVITY WITHIN 200 FEET OF AN ACTIVE RUNWAY EDGE OR 75 FEET FROM AN ACTIVE TAXIWAY EDGE OR OPEN EXCAVATIONS IN EXCESS OF THREE INCHES DEEP WITHIN THE ABOVE AREAS, WILL REQUIRE CLOSURE OF THE AFFECTED RUNWAY OR TAXIWAY, UNLESS OTHERWISE APPROVED BY AIRPORT OPERATIONS. CLOSURE REQUIRES THE SAME PROVISIONS AS PARAGRAPH NO. 4 ABOVE.

6.

OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE APPROVED BY THE RPR AND/OR AIRPORT OPERATIONS.

7.

STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF TEN KNOTS. STOCKPILE HEIGHT SHALL BE LESS THAN 20 FEET, AND OUTSIDE THE RUNWAY AND TAXIWAY OBJECT FREE AREAS. IN ADDITION, STOCKPILED MATERIAL SHALL HAVE SILT FENCE LOCATED AROUND THE MATERIAL TO PREVENT FOD FROM MOVING ONTO THE AIRFIELD PAVEMENTS.

8.

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL LOCATED IN THE AOA SHALL BE PROMINENTLY MARKED WITH FLAGS AND LIGHTED BY APPROVED LIGHT UNITS DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS.

9.

DEBRIS, WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS, PROPELLERS OR BEING INGESTED IN JET ENGINES SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT MOVEMENT AREAS. IF THESE MATERIALS ARE OBSERVED TO BE ON ACTIVE AIRCRAFT MOVEMENT AREAS, THEY WILL BE REMOVED IMMEDIATELY AND/OR CONTINUOUSLY DURING CONSTRUCTION.

10.

THE ENGINEER WILL ARRANGE WITH AIRPORT OPERATIONS FOR INSPECTION PRIOR TO OPENING FOR AIRCRAFT USE ANY RUNWAY OR TAXIWAY THAT HAS BEEN CLOSED FOR WORK, ON OR ADJACENT THERETO, OR THAT HAS BEEN USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR.

11.

THE CONTRACTOR IS DIRECTED TO COMPLY WITH AND ACQUAINT HIS/HER EMPLOYEES WITH THE FOLLOWING SAFETY GUIDELINES, RELATED MATERIALS AND FAA ADVISORY CIRCULARS:

150/5200-18C "AIRPORT SAFETY-SELF INSPECTION"

150/5210-5B "PAINTING, MARKING & LIGHTING OF VEHICLES USED ON AIRPORTS"

150/5370-2E "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION"

150/5370-13 "OFFPEAK CONSTRUCTION OF AIRPORT PAVEMENTS USING "HOT-MIX ASPHALT"
- COPIES OF THESE DOCUMENTS ARE PROVIDED IN THE CONTRACT SPECIFICATIONS.
12.

CONSTRUCTION DURING THE PROJECT MAY BE HALTED AT ANY TIME BY RPR, ENGINEER, AND/OR AIRPORT OPERATIONS IF IT IS DETERMINED TO BE IN THE BEST INTEREST OF AIRPORT OPERATIONS OR SAFETY. THE CONTRACTOR MAY BE DIRECTED TO REMOVE EQUIPMENT AND/OR EVACUATE THE SITE IN ORDER TO ENABLE AIRCRAFT OPERATIONS. NECESSARY EXTENSIONS IN CONTRACT TIME WILL BE GRANTED OR A STOP WORK ORDER WILL BE ISSUED DUE TO THESE DELAYS, HOWEVER, THERE WILL BE NO ADJUSTMENTS IN CONTRACT PRICE DUE TO THESE DELAYS.
- IN ADDITION TO THE ABOVE, THE FOLLOWING SPECIAL REQUIREMENTS WILL APPLY FOR NIGHT CONSTRUCTION:
- A.

A DAILY SAFETY AND PROGRESS MEETING SHALL BE HELD BETWEEN THE ENGINEER AND THE CONTRACTOR'S SUPERINTENDENT TO DISCUSS REQUIREMENTS FOR THE NEXT NIGHTTIME WORK PERIOD.

B.

THE CONTRACTOR SHALL PREPARE A SAFETY PLAN SPECIFIC TO NIGHTTIME CONSTRUCTION OPERATIONS, AS WELL AS A CONTINGENCY PLAN TO ADDRESS CASES OF ABNORMAL FAILURES OR UNEXPECTED DISASTERS USING APPENDIX 3 OF AC 150/5370-2E AS A GUIDE.

C.

TRUCK HAUL ROUTES ON THE AIRFIELD SHALL BE DELINEATED WITH LIGHTED BARRICADES. OTHER MEANS TO CLEARLY MARK THE ROUTES TO THE WORK SITE MAY BE APPROVED BY THE RPR, ENGINEER, AND/OR AIRPORT OPERATIONS.
13.

ALL COMMUNICATION WITH THE AIR TRAFFIC CONTROL TOWER OR OTHER ELEMENTS OF THE AIRPORT SHALL BE THROUGH THE RPR, ENGINEER AND/OR AIRPORT OPERATIONS.

14.

THE CONTRACTOR SHALL INSTALL ALL REQUIRED BARRICADES AT DESIGNATED PLAN LOCATIONS, HAVE ALL ACCESS GATES GUARDED AND LOCKABLE, HAVE ALL EQUIPMENT EITHER FLAGGED AND/OR FITTED WITH FLASHING YELLOW DOME-TYPE LIGHTS ON TOP OF THE VEHICLES. ALL THESE ITEMS SHALL CONSIST OF THE SAFETY AND SECURITY SYSTEM. THE CONTRACTOR SHALL INSTALL THE COMPONENTS OF THE SYSTEM AT THE APPROPRIATE TIMES AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INSPECT EVERY ASPECT OF THE SAFETY AND SECURITY SYSTEM ON A DAILY BASIS AND ENSURE ALL COMPONENTS ARE FUNCTIONING PROPERLY. THE RESIDENT PROJECT REPRESENTATIVE (RPR) SHALL ALSO DAILY INSPECT THE SYSTEM AND IF ANY DEFICIENCIES ARE NOTED, THE CONTRACTOR SHALL HAVE THAT DAY'S PRORATED SAFETY AND SECURITY COST DEDUCTED FROM THE CONTRACTOR'S EARNINGS. THE SYSTEM ELEMENTS TO BE INSPECTED AND DEFICIENCIES NOTED ARE AS FOLLOWS:
- *BARRICADES SET PROPERLY AND ALL FLASHING WARNING LIGHTS OPERATING PROPERLY.

*ALL CONTRACTOR PERSONNEL AND EQUIPMENT ACCESS GATES MANNED AND SECURITY PROCEDURES IN PLACE.

*ALL EQUIPMENT FLAGGED OR OUTFITTED WITH FLASHING YELLOW DOME-TYPE LIGHTS.

*CONTRACTOR USE OF UNAUTHORIZED AIRPORT ACCESS GATES CHECKED.
- ANY OF THE ABOVE SAFETY AND SECURITY ITEMS FOUND TO BE DEFICIENT AT THE BEGINNING OF THE DAY BY THE RPR AND/OR AIRPORT OPERATIONS STAFF WILL RESULT IN THAT DAY'S PRORATED SAFETY AND SECURITY BID ITEM LOST AND BEING DEDUCTED PERMANENTLY FROM THE CONTRACTOR'S EARNINGS. THE CONTRACTOR SHALL MAKE A CONCERTED EFFORT TO ENSURE ALL SAFETY AND SECURITY ITEMS ARE IN PROPER WORKING ORDER EACH DAY DUE TO THE HEIGHTENED SECURITY STATUS OF THE AIRPORT AND THE CONSIDERABLE LIABILITY ASSOCIATED WITH THE SAFETY AND SECURITY WORK.
15.

HE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE SAFETY OF OPERATING AIRCRAFT AS WELL AS HIS OWN EQUIPMENT AND PERSONNEL. SPECIAL CONSIDERATIONS SHOULD BE GIVEN TO FLIGHT SCHEDULES AND MISCELLANEOUS AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL OBEY ALL INSTRUCTIONS AS TO ROUTES TO BE TAKEN BY EQUIPMENT TRAVELING WITHIN THE AIRPORT AREA AND KEEP SUCH VEHICLES AND EQUIPMENT MARKED WITH THE SPECIFIED AIRPORT SAFETY FLAGS. THE CONTRACTOR SHALL MAKE HIS OWN ESTIMATE OF ALL DIFFICULTIES TO BE ENCOUNTERED. EQUIPMENT NOT ACTUALLY IN OPERATION SHALL BE KEPT CLEAR OF LANDING AREAS. PERSONNEL SHALL NOT ENTER AREAS OF THE AIRPORT WHERE AIRCRAFT ARE OPERATING WITHOUT SPECIFIC PERMISSION.
- ## AIRPORT'S SAFETY AND SECURITY REQUIREMENTS
16.

THE CONTRACTOR SHALL TAKE ALL STEPS TO PROTECT THE EXISTING RUNWAY AND TAXIWAY LIGHTS, UNDERGROUND CABLES AND UTILITIES DURING CONSTRUCTION TO ASSURE CONTINUOUS OPERATION OF LIGHTS AND NAVIGATIONAL AIDS WHEN NEEDED.

17.

MATERIALS STORED OR STOCKPILED ON THE AIRPORT SHALL BE SO PLACED AND THE WORK SHALL, AT ALL TIMES, BE SO CONDUCTED AS TO CAUSE NO GREATER OBSTRUCTION TO THE AIR AND GROUND TRAFFIC THAN IS CONSIDERED NECESSARY BY THE ENGINEER.

18.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DANGER SIGNALS AND LIGHTS FOR THE PROTECTION OF THE WORK AND THE SAFETY OF THE PUBLIC FOR BOTH LAND AND AIR TRAFFIC IN ACCORDANCE WITH THE SPECIFICATIONS (AC 150/5370-2E).

19.

CLOSED RUNWAYS OR TAXIWAYS SHALL BE BARRICADED OFF AT ALL INTERSECTIONS WITH ACTIVE RUNWAYS OF TAXIWAYS. THE CONTRACTOR SHALL HAVE PERSONNEL ON CALL 24 HOURS PER DAY FOR EMERGENCY MAINTENANCE OF AIRPORT HAZARD LIGHTING AND BARRICADES.

20.

THE AIRPORT DIRECTOR, WORKING THROUGH THE ENGINEER, SHALL, AT ALL TIMES, HAVE COMPLETE JURISDICTION OVER THE SAFETY OF ALL AIRCRAFT OPERATIONS DURING THE WORK. WHEREVER THE SAFETY OF AIR TRAFFIC IS CONCERNED, THE DECISIONS OF THE AIRPORT DIRECTOR OR HIS DESIGNATED REPRESENTATIVE, SHALL BE FINAL AS TO METHODS, PROCEDURES AND MEASURES USED.

21.

FOR ANY RESTRICTIONS TO AIRCRAFT OPERATIONS, THE AIRPORT OPERATORS SHALL GIVE PROPER NOTICE TO THE NEAREST FAA FLIGHT SERVICE STATION PRIOR TO THE START OF WORK, AND FOR ANY SUBSEQUENT CHANGES NEEDED IN THE NOTAM WHICH MAY BE ISSUED DURING THE PERIOD OF WORK.

22.

THE CONTRACTOR SHALL CONTACT THE MINNESOTA AIRWAY FACILITIES SECTOR (ANDY GOMEZ 218-722-2826) TO PROVIDE LOCATIONS OF EXISTING FACILITY CABLES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAND DIGGING TO LOCATE FACILITY CABLING, AND PROTECTION OF THOSE CABLES THROUGHOUT THE PROJECT.

23.

ANY MOVEMENT OF THE CONTRACTOR'S VEHICLES AND EQUIPMENT ON OR ACROSS MOVEMENT AREAS SHALL ONLY BE AT CROSSING POINTS APPROVED BY THE ENGINEER, AND AT TIMES THE ENGINEER DIRECTS. THE ACTUAL CROSSINGS SHALL ONLY BE MADE AFTER THE CONTRACTOR'S REPRESENTATIVE GETS APPROVAL FOR EACH CROSSING BY USE OF RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER TO GET PERMISSION FOR MOVEMENT.

24.

THE CONTRACTOR SHALL CONFINE HIS PERSONNEL, EQUIPMENT, OPERATIONS AND TRAVEL TO THE AREA WITHIN THE DEFINED WORK LIMITS SHOWN ON THE PLANS.

25.

THE CONTRACTOR SHALL INFORM ALL CONSTRUCTION PERSONNEL AS TO THE PROPER ROUTES, SPEEDS AND PROCEDURES FOR TRANSPORTING EQUIPMENT AND MATERIALS TO THE CONSTRUCTION SITE; AND ALL RESTRICTIONS TO MOVEMENT OF EQUIPMENT OR PERSONNEL WITHIN THE AIR OPERATIONS AREA. ON A DAILY BASIS AND MORE OFTEN IF NECESSARY ALL PERSONNEL SHALL BE ADVISED OF ANY CHANGES IN AIRPORT OPERATIONS THAT MAY FURTHER RESTRICT HIS MOVEMENT.

26.

ACCESS OR HAUL ROUTES SHALL BE EXISTING ROADWAYS TO THE EXTENT THAT THEY ARE AVAILABLE. THE CONTRACTOR SHALL CORRECT ANY DAMAGE TO THE ROADS USED AND SHALL RESTORE THOSE ROADS TO THE SAME OR BETTER CONDITION AS THEY EXISTED PRIOR TO THE START OF WORK. THE CONTRACTOR MAY ESTABLISH ADDITIONAL HAUL OR ACCESS ROUTES AT HIS OWN EXPENSE AND RESPONSIBILITY IF APPROVED BY THE SPONSOR. UPON COMPLETION OF THE WORK, ANY ADDITIONAL ROADS SHALL EITHER BE LEFT OR GRADED AS DIRECTED SO THAT THEY DO NOT IMPEDE THE EXISTING DRAINAGE OR ACCESS ROUTES.

27.

MEASURES SHALL BE ADOPTED TO PREVENT POTENTIAL POLLUTANTS FROM ENTERING ANY DRAINAGE SYSTEM OR WATERWAY. MATERIALS AND DEBRIS SHALL NOT BE STORED IN THE WORK AREA IN A MANNER THAT WOULD ALLOW THEM TO ENTER THE DRAINAGE SYSTEM AS A RESULT OF SPILLAGE, NATURAL RUNOFF OR FLOODING. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IMMEDIATELY NOTIFY THE SPONSOR SHOULD THERE BE A SPILLAGE OF MATERIAL WHICH MIGHT CONTAMINATE THE DRAINAGE SYSTEM. IT SHALL ALSO BE THE CONTRACTOR'S REASONABILITY TO REMOVE AND CLEAR UP SUCH SPILLAGE IN A MANNER ACCEPTABLE TO THE SPONSOR. MATERIAL SHALL BE SECURED SO THAT IT WILL NOT BE BLOWN BY THE WIND ONTO THE AIRFIELD SURFACES.

28.

SPECIAL ATTENTION TO DUST CONTROL WILL BE REQUIRED WHEN EARTHWORK OR HAULING OPERATIONS ARE IN PROGRESS OR WHEN WIND AND WEATHER CONDITIONS CAUSE EXCESSIVE BLOWING OF DUST. IN THIS REGARD THE CONTRACTOR SHALL APPLY WATER OR CALCIUM CHLORIDE SOLUTION TO THE AFFECTED SITES AS DIRECTED.

29.

AT THE END OF EACH DAY, ANY RUNWAY, TAXIWAY OR APRON WHICH IS NOT CLOSED TO AIRCRAFT AND WHICH HAS BEEN USED BY THE CONTRACTOR, SHALL BE CLEANED BY BROOMING OR OTHER ACCEPTABLE METHODS APPROVED BY THE CONTRACTING OFFICER. ALL EQUIPMENT SHALL BE STORED OR MOVED SO THAT IT IS NO CLOSER THAN 500 FEET FROM THE EDGE OF AN ACTIVE RUNWAY OR 100 FEET FROM THE EDGE OF AN ACTIVE TAXIWAY OR APRON.

30.

VEHICLES WITHIN THE SECURITY FENCE SHALL BE VISIBLY IDENTIFIABLE AS CONTRACTOR VEHICLES WHICH HAVE BEEN PROPERLY CLEARED FOR ENTRY (LOGO AND FLAGS ON AUTHORIZED EQUIPMENT AND VEHICLES WOULD BE ACCEPTABLE.)

31.

CONSTRUCTION EQUIPMENT SHALL HAVE A MAXIMUM HEIGHT OF TWENTY FIVE (25) FEET, EXCEPT AS AUTHORIZED BY THE ENGINEER.

32.

IT WILL BE NECESSARY THROUGHOUT THE COURSE OF THIS PROJECT FOR CONSTRUCTION ACTIVITIES TO PENETRATE THE SAFETY AREA OF CONNECTING TAXIWAYS. SUCH CONSTRUCTION ACTIVITIES, INCLUDING EXCAVATIONS AND OPEN TRENCHES, WILL BE PERMITTED ONLY ON A CASE-BY-CASE BASIS WITH THE APPROVAL OF THE ENGINEER, DAA, FAA AND THE USERS IN ACCORDANCE WITH THE PROVISIONS OF AN APPROVED CONSTRUCTION SAFETY PLAN.
- ## SECURITY REQUIREMENTS
1.

GENERAL INTENT: IT IS INTENDED THAT THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE AIRPORT SECURITY PLAN AND WITH THE SECURITY REQUIREMENTS SPECIFIED HEREIN BY AIRPORT OPERATIONS. THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER AND AIRPORT OPERATIONS, IN WRITING, THE NAME OF HIS "CONTRACTOR SECURITY AND SAFETY OFFICER (CSSO)." THE CSSO SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS FOR THE CONTRACT.

2.

CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE CSSO SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON SECURITY REQUIREMENTS. ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON SECURITY REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA. THE AIRPORT SHALL BRIEF AND/OR TRAIN CONSTRUCTION RELATED VEHICLE EQUIPMENT DRIVERS ON OPERATIONS WITHIN AN AIRPORT/AIRCRAFT ENVIRONMENT. AIRPORT MANAGEMENT SHOULD PROVIDE PRINTED MATERIAL TO EACH VEHICLE OPERATOR THAT DEPICTS HAUL ROUTES, PROHIBITED MOVEMENT AREAS, AND DESCRIBES THE CONSEQUENCES FOR NON-COMPLIANCE WITH ESTABLISHED PROCEDURES. THE AIRPORT HAS IMPLEMENTED A ZERO TOLERANCE APPROACH TO DRIVING VIOLATIONS.

3.

ACCESS TO THE SITE: CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS. NO OTHER ACCESS POINTS SHALL BE ALLOWED UNLESS APPROVED BY AIRPORT OPERATIONS. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROUTE OR GUIDED BY CONTRACTOR PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE VARIOUS CONSTRUCTION AREAS ON THE SITE, AND FOR THE OPERATION AND SECURITY OF THE ACCESS GATE TO THE SITE. A CONTRACTOR'S FLAGMAN OR TRAFFIC CONTROL PERSON SHALL MONITOR AND COORDINATE ALL CONTRACTOR TRAFFIC AT THE ACCESS GATE WITH SECURITY. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE SITE. ACCESS GATES TO THE SITE SHALL BE LOCKED AND SECURED AT ALL TIMES WHEN NOT ATTENDED BY THE CONTRACTOR. IF THE CONTRACTOR CHOOSES TO LEAVE ANY ACCESS GATE OPEN, IT SHALL BE ATTENDED BY CONTRACTOR PERSONNEL WHO ARE FAMILIAR WITH THE REQUIREMENTS OF THE AIRPORT OPERATIONS SECURITY PROGRAM. THE CONTRACTOR IS RESPONSIBLE FOR THE IMMEDIATE CLEANUP OF ANY DEBRIS DEPOSITED ALONG THE ACCESS ROUTE AS A RESULT OF HIS CONSTRUCTION TRAFFIC. DIRECTIONAL SIGNING FROM THE ACCESS GATE ALONG THE DELIVERY ROUTE TO THE STORAGE AREA, PLANT SITE OR WORK SITE SHALL BE AS DIRECTED BY AIRPORT OPERATIONS.

4.

MATERIALS DELIVERY TO THE SITE: ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE WORK SITE WILL USE AS A DELIVERY ADDRESS, THE STREET NAME ASSIGNED TO THE ACCESS POINT AT THE CONTRACTOR'S STAGING SITE AT THE AIRPORT. THE NAME "DULUTH INTERNATIONAL AIRPORT" SHALL NOT BE USED IN THE DELIVERY ADDRESS AT ANY TIME. THIS WILL PRECLUDE DELIVERY TRUCKS FROM ENTERING INTO THE TERMINAL COMPLEX, OR TAKING SHORT CUTS THROUGH THE PERIMETER GATES AND ENTERING INTO AIRCRAFT OPERATIONS AREAS INAPPROPRIATELY.
5.

CONSTRUCTION AREA LIMITS: THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, PLANT SITE, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED AS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR. THE CONTRACTOR SHALL ERECT AND MAINTAIN AROUND THE PERIMETER OF THESE AREAS SUITABLE FENCING, MARKING AND/OR WARNING DEVICES VISIBLE FOR DAY/NIGHT USE. TEMPORARY BARRICADES, FLAGGING AND FLASHING WARNING LIGHTS WILL BE REQUIRED AT CRITICAL ACCESS POINTS. TYPE OF MARKING AND WARNING DEVICES SHALL BE APPROVED BY AIRPORT OPERATIONS.

6.

IDENTIFICATION--PERSONNEL: ALL EMPLOYEES, AGENTS, VENDORS, INVITEES, ETC. OF THE CONTRACTOR OR SUBCONTRACTORS REQUIRING ACCESS TO THE CONSTRUCTION SITE SHALL, IN ACCORDANCE WITH THE AIRPORT OPERATIONS SECURITY PROGRAM, BE REQUIRED TO DISPLAY AIRPORT ISSUED IDENTIFICATION OR BE UNDER ESCORT BY PROPERLY BADGED PERSONNEL. THESE BADGES WILL BE IDENTIFIED NUMERICALLY AND ISSUED TO INDIVIDUAL EMPLOYEES WITH A PERMANENT RECORD MAINTAINED ON EACH INDIVIDUAL TO WHOM A BADGE IS ISSUED. AT THE COMPLETION OF THE CONTRACT ALL BADGES WILL BE RETURNED TO THE AIRPORT AND A CHARGE OF \$50 PER BADGE WILL BE ASSESSED FOR ALL BADGES NOT RETURNED/LOST. IN ADDITION, A \$25.00 NON-REFUNDABLE PROCESSING FEE WILL BE REQUIRED FOR EACH BADGE. THIS FEE WILL BE PAID BEFORE BADGE IS ISSUED. NO BADGE WILL BE ISSUED TO ANY PERSON UNTIL A REVIEW OF REQUIRED PAPERWORK BY AIRPORT SECURITY AND ALL REQUIREMENTS ARE MET. PAPERWORK SHALL BE SUBMITTED A MINIMUM OF 24 HOURS BEFORE ISSUANCE OF BADGE. IDENTIFIABLE HARD HATS OR OTHER IDENTIFICATION SHALL ALSO BE WORN AT ALL TIMES IF REQUIRED BY AIRPORT OPERATIONS. THE CONTRACTOR AND ITS STAFF IS RESPONSIBLE FOR ATTENDING TRAINING AND COMPLETING SECURITY BADGE APPLICATIONS, WHICH WILL INCLUDE AIR/GROUND RADIO, TAXIWAY AND AIRPORT FAMILIARIZATION. ESTIMATED TIME FOR COMPLETION IS 2 HOURS.

7.

IDENTIFICATION--VEHICLES: THE CONTRACTOR, THROUGH THE CSSO, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUBCONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE SITE AND SHALL ISSUE A PERMIT TO EACH VEHICLE TO BE MADE AVAILABLE UPON DEMAND BY AIRPORT OPERATIONS THE RPR OR ANY AIRPORT REPRESENTATIVES. A BLOCK OF VEHICLE PERMITS SHALL BE ISSUED BY AIRPORT OPERATIONS TO THE CONTRACTOR AND AT THE COMPLETION OF THE CONTRACT ALL PERMITS WILL BE RETURNED TO THE AIRPORT AND A CHARGE OF \$25 PER PERMIT WILL BE ASSESSED FOR ALL PERMITS NOT RETURNED. CONTRACTOR EMPLOYEE VEHICLES SHALL BE RESTRICTED TO THE CONTRACTOR'S EMPLOYEE PARKING AREA AND ARE NOT ALLOWED ON THE AOA AT ANY TIME.

8.

FINES: PAYMENT OF ALL FINES ASSESSED TO DULUTH INTERNATIONAL AIRPORT DUE TO VIOLATIONS BY THE CONTRACTOR OF FAA/TSA SECURITY OR SAFETY REQUIREMENTS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- A. IF THE RESTRICTED AREA GATE IS FOUND TO BE OPEN OR UNLOCKED AND UNATTENDED, AIRPORT SECURITY POLICE AND/OR TSA MAY ISSUE THE CONTRACTOR A CITATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COURT COSTS IMPOSED FINES. IN ADDITION, A UP TO \$10,000.00 CHARGE MAY BE LEVIED BY THE DULUTH AIRPORT AUTHORITY AND/OR TSA FOR EACH VIOLATION SO DOCUMENTED AND UPON FINAL PAYMENT THE TOTAL OF ANY SUCH CHARGES WILL BE DEDUCTED FROM MONEYS DUE THE CONTRACTOR.
- B. THE EVENT THE CONTRACTOR DEVIATES FROM THE IDENTIFIED CONSTRUCTION LIMITS AND/OR DESIGNATED HAUL ROUTES ONTO AN ACTIVE RUNWAY OR TAXIWAY THE CONTRACTOR WILL BE FINED\$1,000 PER OCCURRENCE WHICH WILL BE DEDUCTED FROM THE FINAL CONTRACT AMOUNT DUE THE CONTRACTOR.
- A MINIMUM OF 48 HOURS IN ADVANCE OF ANY EXCAVATION OR BORINGS, THE CONTRACTOR SHALL CONTACT THE FOLLOWING LOCAL CABLE OWNERS TO VERIFY ALL UNDERGROUND CABLE LOCATIONS IN THE VICINITY OF THE PROPOSED WORK:
- | <u>CABLE OWNER</u> | <u>CONTACT PERSON</u> | <u>PHONE NUMBER</u> |
|---------------------------------|-----------------------|---------------------|
| FEDERAL AVIATION ADMINISTRATION | ANDY GOMEZ | 218-722-2826 |
| DULUTH AIRPORT AUTHORITY | TOM WERNER | 218-727-6522 |
| OTHERS | GOPHER STATE ONE-CALL | 800-252-1166 |
| ANG | WORK CONTROL | 218-788-7292 |
- ## FAA COORDINATION NOTES:
1.

THE ATCT MANAGER OR HER REPRESENTATIVE SHALL BE COORDINATED WITH, INVITED TO ALL MEETINGS, AND ANY/ALL CONCERNS ADDRESSED/RESOLVED, PERTAINING TO THE PROPOSED CONSTRUCTION.

2.

THE AIRWAYS FACILITIES POINT OF CONTACT (POC) FOR THE NORTHERN MINNESOTA SSC, DULUTH INTERNATIONAL AIRPORT, IS MR. ANDY GOMEZ WHO CAN BE REACHED AT (218) 722-4861. THE SPONSOR/CONTRACTOR SHALL MEET WITH THE AIRWAY FACILITY POC PRIOR TO PROJECT STARTUP.

3.

THE SPONSOR SHALL NOTIFY THE MINNESOTA AIRWAY FACILITY (AF) SYSTEM MANAGEMENT OFFICE (SMO), MANGER FOR TECHNICAL SUPPORT (MTS) AT (952)-997-9261, AT LEAST 72 HOURS PRIOR TO A PRECONSTRUCTION MEETING AND/OR CONSTRUCTION START. THE SPONSOR SHALL REQUEST TO HAVE AN AF REPRESENTATIVE ATTEND THIS MEETING FOR THE PURPOSE OF IDENTIFYING ALL FAA FACILITIES, THEIR ASSOCIATED CRITICAL AREAS, THEIR ASSOCIATED CABLES (POWER AND CONTROL) AND SCHEDULE SHUTDOWN OF THESE FACILITIES, IF RUNWAYS ARE TO BE SHUT DOWN AS A RESULT OF THE PROPOSED WORK.

4.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING UTILITY LINES AND HAND DIGGING TO LOCATE FAA CABLING AND SHALL PROVIDE ADEQUATE PROVISIONS TO PROTECT ALL FAA CABLES EXPOSED DURING THE PROPOSED WORK. THE SPONSOR/CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE AIRWAY FACILITY SMO AT THE PROJECT PRECONSTRUCTION MEETING SHOULD CABLE RELOCATION BE NECESSARY.

5.

ANY DAMAGE TO FAA CABLES, ACCESS ROADS, OR TO FAA FACILITIES DURING THE CONSTRUCTION WILL REQUIRE THE CONTRACTOR TO REPLACE THE DAMAGED CABLES, ACCESS ROAD, OR FAA FACILITIES TO THE AF SMO'S REQUIREMENTS, AND AT THE CONTRACTORS' EXPENSE.

6.

IF ANY FAA POWER, CONTROL, OR SIGNAL CABLES ARE DAMAGED, THE SPONSOR/CONTRACTOR SHALL REPLACE THE CABLE IN ITS ENTIRETY. THE SPLICING OF CABLES IS NOT AN ACCEPTABLE FORM OF REPAIR.
- ### REQUIREMENTS FOR CLOSING TAXIWAYS
- WHEN CONSTRUCTION MEN OR EQUIPMENT ARE WITHIN 0.5(1.2 x WINGSPAN + 20) OF THE LARGEST PREDOMINANT AIRCRAFT FROM OPEN TAXIWAY CENTERLINES OR CLOSED RUNWAYS USED AS TAXIWAYS, THOSE AREAS WILL BE CLOSED TO ALL AIRCRAFT OPERATIONS.
- DURING THE TIME ANY TAXIWAY OR PORTION THEREOF IS CLOSED, ITS ASSOCIATED LIGHTS SHALL BE TURNED OFF.
- THE ENTRANCES TO CLOSED TAXIWAYS SHALL BE BARRICADED TO PREVENT AIRCRAFT FROM ENTERING UNUSABLE OR HAZARDOUS OPERATIONAL AREAS.
- ### RESPONSIBILITY FOR TEMPORARY LIGHTING AND MARKING
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ULTIMATE RESTORATION OF THE RUNWAY PAINT MARKINGS AND TEMPORARY LIGHTING IN THE CLOSED AREAS.
- THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR FURNISHING AND MAINTAINING THE NECESSARY BARRICADES AND HAZARD LIGHTING AS REQUIRED BY THE SPECIFICATIONS TO MARK CONSTRUCTION AREAS, HAZARDS, ETC. REFLECTORIZED ORANGE PLASTIC BARRELS WITH ATTACHED FLASHING RED LIGHTS FOR NIGHT USE ARE THE PREFERRED TYPE OF BARRICADE FOR USE ON THE AIRPORT.
- ### CONSTRUCTION ACTIVITY IN THE VICINITY OF NAVIGATIONAL AIDS
- 48 HOURS PRIOR TO THE PRE CONSTRUCTION CONFERENCE AND/OR CONSTRUCTION START, THE CONTRACTOR SHALL CONTACT THE LOCAL AIRWAY FACILITIES MANAGER AT (218) 727-2826. HE OR HIS REPRESENTATIVE WILL MEET WITH THE CONTRACTOR TO IDENTIFY FAA FACILITIES AND FAA CABLES.
- THE INSTRUMENT LANDING SYSTEM (ILS) SHALL BE REMOVED FROM SERVICE BY FAA WHEN CONSTRUCTION EQUIPMENT OR CONSTRUCTION MATERIAL ARE WITHIN THE ILS CRITICAL AREA. (48 HOURS ADVANCED NOTIFICATION AND NOTAM REQUIRED FOR ILS COORDINATED SHUTDOWN DURING ILS CRITICAL AREA VIOLATION.)
- RS&H**
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Duluth, Minnesota 55811
218-722-1227 FAX 218-722-1052
www.rsandh.com
-
- ## NORTH BUSINESS DEVELOPMENT AREA
- I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
- Signature *Darren K. Christopher*
Typed Name DARREN K. CHRISTOPHER
- Date 08/18/2009 Reg. No. 45052
- ## REVISIONS
- | NO. | DESCRIPTION | DATE |
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- DATE ISSUED: 08-18-2009**
- REVIEWED BY: MLS**
- DRAWN BY: JKE**
- DESIGNED BY: DKC**
- AEP PROJECT NUMBER**
- 214-1882-077**
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- SHEET TITLE**
- ## SAFETY AND SECURITY NOTES
- SHEET NUMBER**
- C003**
- BID
DOCUMENTS**